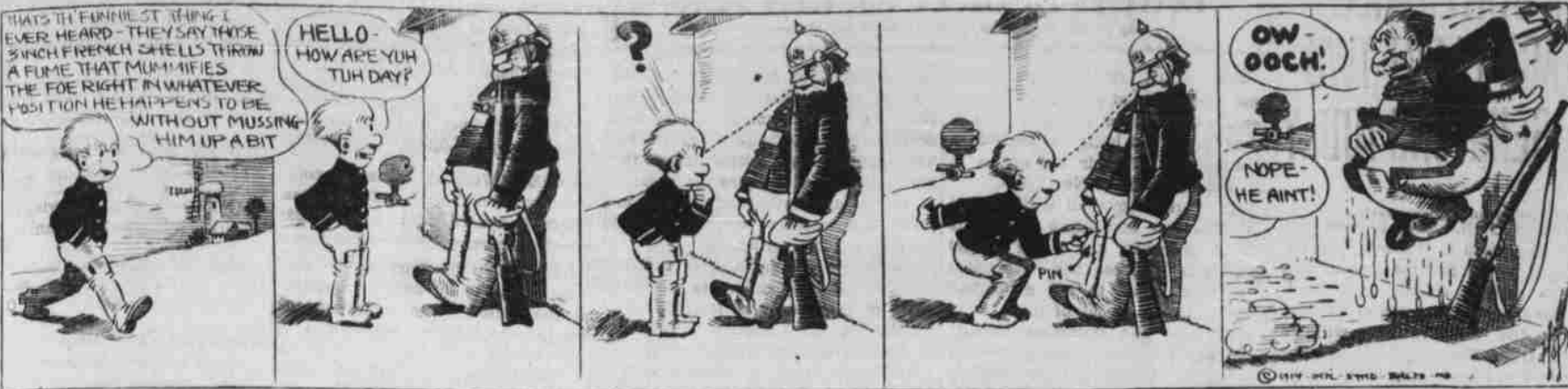


SCOOP THE CUB REPORTER



POLITICAL ANNOUNCEMENTS

TASKER L. ODDIE
(INCUMBENT)Regular Republican Nominee for
GOVERNOR OF THE STATE OF NEVADASAM PLATT
OF NEVADARepublican Candidate for
United States SenatorE. E. ROBERTS
(INCUMBENT)Regular Republican Candidate for
Member of Congress

FRANCIS C. MOORE

Regular Republican Candidate for
**Sheriff and Assessor
NYE COUNTY, NEVADA**

Every detail of this office will receive my undivided attention if elected. I am a partisan in State and National politics only. Uphold the law and a good business administration will be my policy.

You Shall be the Judge Nov. 3rd

I RESPECTFULLY ASK YOUR SUPPORT

EMMETT D. BOYLE
OF CARSON CITYRegular Democratic Nominee for
Governor of Nevada
Election November 3, 1914

For Justice of the Supreme Court.

B. F. CURLER
OF ELKO COUNTY

Regular Republican nominee to be voted for at the general election November 3, 1914.

For Attorney-General.

GEO. SPRINGMEYER
OF WASHOE COUNTY

Regular Republican nominee to be voted for at the general election November 3, 1914.

For State Inspector of Mines.

A. J. STINSON
OF WASHOE COUNTY

Regular Republican nominee to be voted for at the general election November 3, 1914.

JOE FARNSWORTH
(DEMOCRAT)

Superintendent State Printing

GEO. B. THATCHER
(DEMOCRAT)

FOR ATTORNEY-GENERAL

For Judge of the District Courts of the Fifth Judicial District.

WILLIAM FORMAN

Regular Democratic nominee to be voted for at the general election November 3, 1914. Adv.

CHARLES L. SLAVIN

Regular Democratic Nominee for
**SHERIFF AND ASSESSOR
OF NYE COUNTY**

For State Treasurer

WM. McMILLAN
(INCUMBENT)

Regular Republican Nominee

For Superintendent of Public Instruction.

J. F. ABEL

OF HUMBOLDT COUNTY
Regular Republican nominee to be voted for at the general election November 3, 1914.W. B. EVANS
Republican Candidatefor
**CONSTABLE AND CHIEF OF
POLICE
Of the Town of Tonopah.**

For Justice of the Supreme Court.

BEN W. COLEMAN
OF WHITE PINE COUNTY

Regular Democratic nominee to be voted for at the general election November 3, 1914.

District Attorney, Nye County.

THOS. K. CHAMBERS

Is a candidate for the office of District Attorney as an Independent. Adv.

For Treasurer Nye County

D. J. ROBB

Regular Democratic nominee to be voted for at the general election November 3, 1914. Adv.

For Secretary of State.

GEO. BRODIGAN
OF ESERALDA COUNTY

Regular Democratic nominee to be voted for at the general election November 3, 1914. Adv.

"NOPE" Is Right

DREADNAUGHTS OR SUBMARINE
AS BETTER FIGHTING MACHINE

(By International News Service.)

LONDON, Nov. 3.—Neither words nor acts have convinced the responsible naval authorities of the United States that the submarine has doomed the battleship to extinction; nor do they agree with those who would warn the nations against putting "too many eggs in one basket." In their opinion the great battleship still holds the seas as the supreme arbiter of the destiny of maritime powers. This after two months of naval warfare, during the course of which the submarine has achieved no slight success! The work which the British navy is doing—and hopes to do—in elucidating naval problems leaves the Americans cold.

Orders have been placed for two battleships, just as though the submarine had never been heard of. The construction of these two vessels with one other to be paid for partly out of the money paid by Greece for the two obsolescent ships she acquired this spring, was, it is true, authorized in the last session of congress. It was anticipated, however, that the placing of the contracts would be delayed until the construction now in Europe studying naval events—rather awaiting naval events—really worth study—had gained all the information obtainable bearing on matters of design. Not at all. The naval authorities have decided to forge ahead and put in hand at once the building of all three battleships for which they have received authority; the third is to be laid down in a government yard. They have determined not to wait for the long-anticipated battle in the North sea, convinced, apparently, that when it does come it will still leave the battleship mistress of the sea—despite destroyers, submarines, Zeppelins and seaplanes—all of them carrying deadly armaments.

But even more remarkable than this decision is the fact that the new battleships are to "lick creation" in size and power, but not in speed. They will displace something approaching twice the amount of water of our original dreadnaught, completed only eight years ago, the tonnage of each of these mastodons will be no less than 32,000, whereas our name ship of the new era was of only 17,900 tons. This one comparison will convey some idea of what American naval officers think of the arguments advanced in favor of ships of "moderate dimensions." They have built battleships small and battleships big, and they declare: "Give us battleships bigger, submarine or no submarine."

The increase in displacement on the other side of the Atlantic has far outstripped anything that our own naval authorities, who have the credit of introducing the dreadnaught, have proposed. It was only by sheer good fortune that we got the first dreadnaught afloat. The Americans had realized the development was inevitable, had had a design prepared and were waiting for congress to say "Yes," when Lord Fisher sailed in, laid down four ships, built them with great secrecy, and thus obtained a lead which we have never lost. "Thank God for our food, cheap food and the British navy." Credit ought to be paid to the American navy department for its foresight. It just missed the distinction of being first in dreadnaught construction.

This, however, is to wander away from the subject, which is the increase in size of American dreadnaughts, though America knows as much about submarines as we do and a great deal more than the Germans. They will not listen to the arguments based on the danger of placing too many eggs in one basket. The upward movement of displacement on the other side of the Atlantic has, indeed, been very remarkable:

Class	Year	Displacement (tons)	Armament (guns)
South Carolina	1906	16,000	8 12-in., 22 3-in.
Delaware	1907-9	20,000	10 12-in., 16 5-in.
Arkansas	1911	27,000	12 12-in., 21 5-in.
Texas	1911-12	27,000	10 14-in., 21 5-in.
Oklahoma	1912-13	27,500	10 14-in., 21 5-in.
New Class	1914-15	32,000	12 14-in., 22 5-in.

R. F. GILBERT
Regular Republican Nominee for
**ASSEMBLYMAN
FROM NYE COUNTY**

At the first the Americans were galled with an 11-in. armored belt, now they are satisfied with nothing less than 16 inches. There were only two torpedo tubes in the earlier ships, and some naval officers urged that there should be more, now there are four—all submerged—for the discharge of the 21-in. torpedo with 300 pounds of high explosive, and a range of about 8,000 yards.

Possibly the most remarkable feature of the new battleships—which will closely resemble the Pennsylvania and her sister, now on the stocks—is that, in spite of the doubling of the displacement, there has been little or no advance in speed; though triple expansion engines have been displaced by turbines, the rate of steaming of the newest ships is calculated to be about twenty-one knots only. If the naval war has proved—or seemed—to prove one thing more than another, it is that the defense of the big ship against submarines lies in speed, speed, speed. For this and other reasons the tendency for high speed is observable in the design of the latest German ships, and yet the United States, though it is building the most colossal battleships in the world, remains satisfied with a rate of steaming not very much greater than that of the newest and best-equipped undersea craft.

These two new battleships when complete with stores and ammunition and ready for commissioning, will represent an expenditure of \$15,000,000 each. For this outlay the American navy will gain a broadside of twenty-four 14-inch guns, throwing a projectile of 1,400 pounds with a sufficient force to penetrate twelve inches of the hardest armor at nearly two miles range. Each gun represents \$750,000, calculating on the basis of the broadside fire. It need hardly be added that in these battleships, which will burn oil only by the way, elaborate provision is being made to protect them both from attack by submarines and bombs dropped from airplanes or seaplanes. The peril of the big ship is not ignored; a war is in progress which may show that it is greater than is thought—indeed, as great as Admiral Sir Percy Scott declares—and yet these level-headed Americans are investing \$18,000,000 in two of the biggest battleships ever dreamed of by man, directly contrary to the views of the moderate dimensions, and not only that are giving them a speed of only about 21 knots.

Some people are nervous as to the fate of our battleships in the war, he decision of the American naval officers who have studied submarines longer than we have may give them a measure of confidence. Moreover, our preponderance in submarine craft over Germany is rather greater than our margin of strength in dreadnaughts. So, in any event, we seem to be on the right side. We do well to recollect that the only notable successes of the German submarines in the past two months were achieved under favorable circumstances, which are not likely to recur. The time is not ripe for any dogmatic statements as to the role of the submarine, despite Lieutenant Commander Max Horton's daring exploits, and evidently American naval officers are still unconvinced that the day of the battleship is over.

TONOPAH-MANHATTAN AUTO CO.

Carrying United States mail and express makes daily trips from Tonopah to Manhattan and Round Mountain. Cars leave Tonopah daily on arrival of mail and leave Manhattan at 2:30 p. m.

W. C. HARDING, Agent.

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New Class	1914-15	32,000	12 14-in., 22 5-in.

MAURICE J. SULLIVAN
Regular Democratic nominee to be voted for at the general election November 3, 1914.

STATE IS FIRST
IN PRODUCTION
OF WHITE METAL

Nevada is essentially a metal-producing state, metallic products constituting more than 98 per cent of the total value of the state's mineral output, according to the United States geological survey. Though Nevada is at present of much less relative importance as a mining state than it was in the "glory" days of the famous Comstock lode, it continues to rank first in the production of silver, which is third among the mineral products of the state. The most important mineral product of Nevada is copper, in the production of which Nevada ranks fifth among the states. Gold mining ranks second among the state's mineral industries. The production of copper increased from 86,477,494 pounds in 1912 to 90,693,751 pounds in 1913, but with a decline in value from \$14,268,787 to \$14,057,531. Copper mining is one of the new industries of the state. It did not begin on an important scale until 1908, with the development of the Ely district in White Pine county. In 1907, prior to the development of the Ely district, the copper production of the state was less than 2,000,000 pounds, but in 1913 it exceeded 90,000,000 pounds.

In sympathy with the general tendency in the decreased production of gold the output of gold in Nevada decreased from 659,943 fine ounces, valued at \$13,456,180, in 1912, to 570,589 fine ounces, valued at \$11,795,130, in 1913. More than 60 per cent of the gold produced in Nevada in 1912 and 1913 came from the Goldfield and Tonopah districts.

The production of silver increased from 14,368,063 fine ounces, valued at \$8,326,974, in 1912, to 16,090,083 fine ounces, valued at \$9,718,410, in 1913. About 70 per cent of the silver output is derived from the Tonopah district. To what extent the Comstock lode in Churchill county has fallen from its high estate in the production of silver is indicated by the fact that in 1876, when the famous district was at its zenith, the output was over 17,000,000 ounces of silver, and in 1913 the total production from Churchill county was less than 1,500,000 ounces.

The total value of the mineral products of Nevada in 1913 amounted to \$37,842,084, against \$39,111,828 in 1912.

For quick results try the want ad columns of the Bonanza.

MATHEW KYLE

Republican Candidate for
**STATE SURVEYOR GENERAL AND
LAND REGISTRAR**
For a number of years past U. S. SURVEYOR GENERAL for Nevada.

His long experience in that office well qualifies him, if elected, to eminently fill the position of State Surveyor General.

For Constable Tonopah Township

CHAS. G. SMITH

Regular Democratic nominee to be voted for at the general election November 3, 1914.

EXPLAINS CAUSE FOR
SLUMP IN SILVER

BULLION DEALERS SAY INSURANCE RATES PREVENT SHIPMENTS TO CHINA AND INDIA.

The weakness in the silver market at the present time is attributed almost entirely to the inability of making shipments of the white metal from London to India and China, says Financial America. According to bullion dealers, the overstock of the white metal at the British capital is not large, but the activity of the German navy in capturing or sinking merchantmen as well as men-of-war has resulted in insurance rates in England reaching such a high level as to make practically prohibitive shipments to those countries.

These developments coming at this time close a valuable outlet for the white metal and result in accumulation and, incidentally, in price depression. There is also said to be a marked absence of buying orders, which is also having an adverse influence upon the value of the metal.

Under ordinary conditions shipments to India would be sufficient to prevent any accumulation, as her crops are fairly good, which would be reflected in an increased demand for the metal. China, too, would likely be in the market for silver in connection with her financing, but the high insurance rates now prevailing have developed a situation that bullion dealers in London do not relish.

There is also said to be some accumulation of silver here, partly on account of conditions prevailing on the other side, and also to the heavy receipts of bullion from Mexico. It is stated that a short time ago the Mexican government ordered the smelters in Mexico to get their metal out of the country, and the receipts here since that time have been considerable.

EFFICIENCY ECONOMY
For Secretary of State

AL. W. HOLMES

Regular Republican nominee to be voted for at the general election November 3, 1914.



ALL RIGHT IN THE MORNING!
When you have lame back, or suffer from neuralgia, rheumatic or other similar pains, a good rub with



WHITE LINIMENT
brings early relief. This is a highly meritorious remedy, thoroughly dependable in relieving the many common ailments. Endorsed and recommended by the American Drug and Press Association. Should be kept in every home. Three sizes 25c, 50c, \$1.00.

For sale by
TONOPAH DRUG CO.
Exclusive Agency

BUTLER THEATRE
THE POPULAR LITTLE
PLAYHOUSE

Up-to-Date Motion Pictures
MATINEE EVERY AFTERNOON
1 p. m.

Evening Performances Commence
at 7 o'clock.

**Entire Change of Program
Every Evening**

ADMISSION 10 Cents

Progress Bakery

You don't have to cook. Why bother? These hot days over a steaming hot stove in baking bread, pies and cakes when we will deliver them at your door daily. We use the highest grades of flour, lard, butter and other ingredients, and tried to be the best. Our long reputation for honesty in goods in this city is valued every day and all you have to do is to say the word and we will attend to your wants in the bakery line.

The Cobweb

STATE BANK BLDG.
We handle the Best Wines,
Liquors and Cigars.

7-Year Old
Lacey Whisky

Returns by wire received on all
important sporting events.

PAY CHECKS CASHED

The Cobweb

JOHN MANION, NICK ABLE-
MAN, Props.

Fusion Assembly Ticket
OF NYE COUNTY

Endorsed by the Democratic and
Republican County Central
Committees

VOTE FOR FIVE

D. J. FITZGERALD
Democrat

J. CLARENCE KIND
Democrat

HARRY McNAMARA
Republican

HENRY C. SCHMIDT
Democrat

JOHN SCHWEBLE
Republican

**All Stand for Economy and
Good Government**

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